Table 21. PAD District 5 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, September 2017 (Thousand Barrels)

	Supply						Disposition				
Commodity	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjust- ments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>	Ending Stocks
Crude Oil	29,134			41,533	4,296	1,329	-147	76,439	-	0	48,224
Hydrocarbon Gas Liquids	1,960	-14	1,959	911	786		84	2,390	1,413	1,715	5,986
Natural Gas Liquids	1,960	-14	1,648	911	786		110	2,390	1,413	1,378	5,911
EthanePropane	315		1,035	707	340		181		1,161	1,055	2,170
Normal Butane	328		1,035	202	289		-26	690	250	350	3,155
Isobutane			168	202	157		-27	880	250	-143	531
Natural Gasoline	933	-14		_	157		-18	820	1	116	55
Refinery Olefins		-14	311	_	_		-26			337	75
Ethylene			-	_	_					-	-
Propylene			359	_	_		-9			368	20
Butylene			-48	-	_		-17			-31	55
Isobutylene			-	_	_		0			0	0
Other Liquids		927		6,243	9,400	-1,709	2,048	11,314	411	1,089	52,179
Hydrogen/Oxygenates/Renewables/		027		0,210	0,400	1,,, 00	2,040	11,014		.,000	02,170
Other Hydrocarbons		927		1,028	4,469	519	96	6,765	82	0	4,000
Hydrogen				· –		1,311		1,311	_	0	´
Oxygenates (excluding Fuel Ethanol)		_		_	-	2	-	_	2	0	_
Renewable Fuels (including Fuel Ethanol)		927		1,028	4,469	-794	96	5,454	81	0	4,000
Fuel Ethanol		617		254	4,294	-371	-108	4,844	57	0	2,811
Renewable Fuels Except Fuel Ethanol		310		774	175	-423	204	610	23	0	1,189
Other Hydrocarbons				-	_	_	_	_	_	_	_
Unfinished Oils				4,381	-		331	2,926	35	1,089	21,163
Motor Gasoline Blend.Comp. (MGBC)		_		834	4,931	-2,228	1,621	1,623	293	0	27,016
Reformulated		_		-	2,626	-219	663	1,744	0	0	12,879
Conventional				834	2,305	-2,009 	958 -	-121 -	293 -	0 -	14,137 –
Finished Petroleum Products		_	94,357	4,945	2,392	2,742	3,237		9,515	91,683	34,560
Finished Motor Gasoline		_	48,756	101	322	2,599	369		2,133	49,276	2,228
Reformulated		_	34,250		_	-60	4		2,100	34,186	19
Conventional		_	14,506	101	322	2,659	365		2,133	15,091	2,209
Finished Aviation Gasoline			43	4	_		31		_	16	240
Kerosene-Type Jet Fuel			14,573	2,609	134		822		880	15,614	10,355
Kerosene			10	_	_		-5		2	13	4
Distillate Fuel Oil			16,874	855	1,047	143	809		1,765	16,345	12,495
15 ppm sulfur and under			16,167	854	1,047	143	748		1,258	16,204	11,366
Greater than 15 ppm to 500 ppm sulfur			157	_	_		-38		406	-211	222
Greater than 500 ppm sulfur			550	1	_		99		101	351	907
Residual Fuel Oil <sup>6</sup>			3,354	1,197	_		1,072		473	3,006	5,225
Less than 0.31 percent sulfur			-	161	_		275		NA	NA NA	464
0.31 to 1.00 percent sulfur			665 2,689	161 1,036	_		105 692		NA NA	NA NA	748 4,007
Petrochemical Feedstocks			2,089	1,036	_		-2		INA 	NA 3	4,007
Naphtha for Petro. Feed. Use			1	_	_		-2			3	3
Other Oils for Petro. Feed. Use				_	_		_			_	_
Special Naphthas			12	_	_		-6			18	47
Lubricants			686	4	_		-11		415	286	892
Waxes			_	34	_		_		6	28	_
Petroleum Coke			4,814	15	147		161		3,818	997	1,503
Marketable			3,732	15	147		161		3,818	-85	1,503
Catalyst			1,082							1,082	
Asphalt and Road Oil			919	126	742		2		23	1,762	1,465
Still Gas			3,884							3,884	
Miscellaneous Products			431	_	_		-5		0	436	103
Total	31,094	913	96,316	53,632	16,874	2,361	5,222	90,143	11,339	94,488	140,949

<sup>-- =</sup> Not Applicable.

<sup>=</sup> No Data Reported.

NA = Not Available.

<sup>1</sup> Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

<sup>&</sup>lt;sup>2</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

<sup>&</sup>lt;sup>3</sup> Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

<sup>&</sup>lt;sup>4</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

<sup>5</sup> Product supplied is equal to field production, plus represents plus net receipts, plus refinery and blender net production, plus imports, plus net receipts, plus

<sup>&</sup>lt;sup>5</sup> Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

<sup>&</sup>lt;sup>6</sup> Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil, Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other